Industry. However, in view of economic slow down & resource crunch, OMCs are not contemplating any investment in Brazil to set up an ethanol project at present. Further, the OMCs are not looking at import of ethanol from Brazil into India.

(b) and (c) No, Sir. Since the scheme is not implemented, the question of sugar mills in the country being in a bad shape due to the above policy does not arise.

Impact of use of branded petrol

*115. SHRI KAMAL AKHTAR:

SHRI NAND KISHORE YADAV:

Will the Minister of PETROLEUM AND NATURAL GAS be pleased to refer to answer to Unstarred Question 2432 given in the Rajya Sabha on 15th April, 2008 and state:

(a) whether his Ministry has conducted any study on the rate of protection, the branded fuels are providing to the vehicles and the extent of reduction in pollution level by these branded fuels;

(b) if so, the details thereof;

(c) whether any study report regarding the non-wastage of fuel based on these advertisements is with him; and

(d) if not, the basis of his claim thereon?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI MURLI DEORA): (a) and (d) Branded fuel is manufactured by addition of multifunctional additives to normal fuel. The data on these branded fuels has been evaluated extensively. As per test report, the branded fuel reduces carbon monoxide and hydrocarbon emissions considerably, improves engine performance and also improves fuel economy. Branded fuel substantially reduces the deposits on intake valve in the engine, leading to lower maintenance cost and better drivability and pick-up.

FAA'S Notice regarding safety norms

*116. SHRI DHARAM PAL SABHARWAL:

SHRI AMAR SINGH:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Directorate General of Civil Aviation have received a notice from USA's Federation Aviation Administration (FAA) to reassess the precarious staff strength to ensure flight safety norms;

(b) if so, the details of the FAA notice and the action taken by the DGCA;

(c) whether FAA is likely to downgrade India from Level-1 to Level-3 resulting in curtailment of flights to and from USA; and

(d) if so, what steps Government have taken to strengthen the DGCA as per FAA norms?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) The Director General of Civil Aviation (DGCA) has received communication from USA's

Federal Aviation Administration (FAA) regarding India's Aviation Safety Oversight System under the International Aviation Safety Assessment (IASA) programme of FAA. International Civil Aviation Organisation (ICAO) had conducted the audit of India in October 2006 wherein they observed shortage of manpower, which affects its performance. DGCA has started preparing for the reassessment with the available resources and has also initiated interim short term, medium term and long term steps to overcome the shortage of manpower by hiring/appointing experts on secondment to augment the strength of DGCA.

(c) and (d) Presently, India is in Category I. However, various short term and long term measures have been initiated with ICAO assistance to strengthen DGCA to avoid any downgrading in FAA reassessment. A plan outlay of Rs.2.00 crore has been estimated during the year 2009-10 for these National Projects of ICAO.

Dispute of completion of Kusaha embankment

*117. SHRI MAHENDRA MOHAN:

SHRIMATI SHOBHANA BHARTIA:

Will the Minister of WATER RESOURCES be pleased to state:

(a) whether Government is aware that the breach in the 1.7 km long Kusaha embankment in Nepal caused widespread floods in Bihar during the last year;

(b) if so, whether the Central Government and the State Government of Bihar are disputing each other over completion of work to plug the 1.7 km long breach of the Kusaha embankment in Nepal;

(c) if so, the details thereof; and

(d) the steps taken by Government to ensure that in future such breach in embankments does not occur?

THE MINISTER OF STATE IN THE MINISTRY OF WATER RESOURCES (SHRI JAY PRAKASH NARAYAN YADAV): (a) Yes Sir.

(b) No, Sir. The State Government of Bihar constituted a team under Shri N. Sanyal, the retired Engineer-in-Chief and former Chairman, GFCC to advise the Government on Kosi Breach closure in which Member (Coordination), Ganga Flood Control Commission, is a Member from the Government of India. The work of breach closure is going on as per the advice of Kosi Breach Closure Advisory Team (KBCAT). The Central Government is providing all technical assistance and total cost of the closure of breach and related protection works would be borne by the Government of India.

(c) Does not arise.

(d) A High Level Expert Team (HLET) was constituted by Ministry of Water Resources under the Chairmanship of Chairman, Central Water Commission (CWC) to suggest remedial measures to prevent recurrence of such incidents in future. HLET has already submitted its report to the Government for consideration. Remedial measures are aimed at preventing recurrence of breach in the embankment.